

# INFORMATION REPORT

CD NO. 25X1A

COUNTRY Germany (Russian Zone)

DATE DISTR. 22 NOV 49

SUBJECT Soviet Maritime Activities  
 along the Baltic Coast

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SUPPLEMENT TO  
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1. The Russians recently issued an order which requires fishing vessels and all ships not engaged in Russian service to remain within the twelve mile limit. According to source, it is considered almost impossible for small boats to abide by this order, let alone large ships. All transgressors will be towed back to a Baltic port, searched, tried, and most of the cargo confiscated.
2. An organization, independent of the SMA, has recently been founded in the Russian Zone of Germany; it is reported to be directly subordinate to the Soviet Naval High Command and connected in some way with Derutra. The primary task of this organization is to coordinate all port activities such as new construction, expansion, deepening, supervision of shipyard dock installations, and all ship construction. The entire shipbuilding industry is controlled by a special secret division within Derutra. General-Admiral of the Red Fleet Micholovetov is chief of this division. As a result of this new activity, personnel strength of the Wismar shipyard has been increased by almost 3,800 men.
3. One of the organization's first steps was to increase from two to three meters, and in some places four meters, the depth of the water in the harbors and harbor entrances of Warnemünde, Wismar, Rostock, Stralsund, Sassnitz, Greifswald, Wolgast, and Stettin.
4. Sassnitz, alleged to be the largest fishing port of the Russian Zone, is reported to have the greatest building activity at the present time. However, according to source, all signs (construction of large concrete bunkers, halls, a prohibited area to civilian traffic since July, etc.) point to the construction in the Sassnitz area of a large submarine base which stretches from the Bay of Tromper Wiek through Lohme to Sassnitz and from the Prorer Wiek to within three kilometers of Binz. Actual construction was first launched in the vicinity of Sassnitz and Lohme. Extensive surveys have been made in the above-specified areas, and firms from Stralsund, Greifswald, and Schwerin have had to submit cost estimates for material. There are also plans to erect drydocks in the harbors of Sassnitz, Greifswald, Wolgast, and Stralsund.
5. The construction of motor ships in Stralsund has likewise been confirmed. The finished vessels are sent to Leningrad or to Black Sea ports. The

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Vulcan Shipyard at Stettin (Vulkanwerft) has been retrieved from Polish control and converted to the exclusive repair of Soviet ships, especially fighting ships.

25X1A \* ☐ Comment: No such bank or person has been identified.

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